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JULY 17, 1922

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VOLUME XIII
Number 3

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NEW LIST OF LANDING FIELDS

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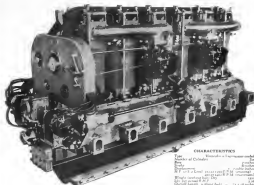
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NEW YORK



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No. 11

Flying Across the North Pole

CAPTAIN Amundsen's daring project to fly from Point Barrow, Alaska, over the North Pole to Spitsbergen, involving as it does a non-stop flight of approximately 2000 miles, is worthy of the explorer's name. The Vikings, who crossed the Atlantic in open boats

The difficulties and hardships which Captain Amundsen and his companions Dahl and Filzen, the pilots of the *Albatross* which it is to make the polar voyage, are likely to experience in the frozen North can hardly be overestimated. Only a few navigators have been known north of the arctic circle in Canada and in Russia, the flights were of short duration. Captain Amundsen's party, on the contrary, will have to long tramp for some twenty-five hours under unassisted conditions of low temperature and possibly in violent snow storms. Adequate protection of the engine and gear against the terrible cold is of course a rare case now made more under such conditions, but these disadvantages will probably present less of a problem than that of insuring a current supply of food for the crew of the vessel. The region of the North which is planned for the voyage is the region of snow, ice, and the experience of arctic and sub-arctic expeditions shows that in these regions the compass needle is often rendered useless by violent magnetic disturbances which emanate from the magnetic rocks.

As the Arctic Ocean does not afford any landmarks, the course of the polar airplane will have to be entirely plotted by compass, sextant and drift indicator—an undertaking which seems gigantic if one considers the low visibility prevailing around the Poles.

The above considerations will give the reader a fair appreciation of the unusual difficulties surrounding Captain Anderson's proposed fight over the top of the world. The past record of the discoverer of the South Pole shows that he is not afraid to take chances in order to reach an objective, and his latest enterprise will be watched with sympathetic interest by all those who are thrilled by the deeds of heroism.

The New Junkers Monomane

PROFESSOR Higo Junkens' latest creation, which is illustrated and summarily described in this issue, will undoubtedly elicit considerable interest from all those interested in the progress of sulphate construction.

While the new airplane does not represent any revolutionary development per se, it will at once be noticed that it differs fundamentally from previous Junkers monoplanes in that the wings are situated at the top of the fuselage instead of at the bottom. Professor Junkers, who was the organizer of what the Germans call a *Flugzeuger* (a "flew-veeg" outfit), thus apparently loses the marks of those who use the

proper solution of the cantilever monoplane in the Hochdacker ("back-wing" machine) originated by Anthony Fokker.

At times, to have it just on the surface of the opposite side of the head is not a very good idea. But Pioneer Truckers is experimenting with a design which extended systems has shown very satisfactory. If, on the other hand, the new machine should mark the end of the Pioneer Truckster, it opens a wide field for interesting speculations.

From the above point of view the advantages of the diatomic fastener design are less certain and may be disputed. The closeness of the wings to the ground makes them liable to injury in landings which would cause much less damage to a "high diver". The elasticity from the control cockpit is, to a certain extent, less ample, particularly sideways and down. Finally, the integral construction of the wings, or rather of the wing roots, with the fuselage is more complicated, and much less susceptible of production methods, and so is the mounting of the wings.

In this connection it is to be noted that while Professor Junkers original design did not find any takers in Germany, the Fokker "high wing" design was promptly copied by half a dozen firms. Now that aircraft construction is again authorized in Germany—even though without license—future products of other German aircraft manufacturers will furnish an interesting index of the results achieved in their laboratories during the period of forced inactivity.

The Challenge to the World

REAR Admiral Bradley Fiske has challenged the world to a contest in the building of a large commercial airplane. Associated with him are men whose names carry weight in the scientific world. Such a plan, if it is possible to carry it to a satisfactory conclusion, is a worthy enterprise.

It is to be hoped that the financing of this ambitious project has reached a point where the acceptance of the challenge by foreign groups will not place American aviation in a false light. Taming challenges of this kind to the world places a heavy responsibility on the men concerned with the project. It would have been fortunate if the plan of underwriting the construction work (quoted) could have been given out at the same time the challenge was issued, for the financial end is really the most important feature of any such undertaking.

So many interesting preliminary plans of ambitious economical enterprises have in the past been given widespread publicity in the press, only to fail of completion from lack of financial backing, that a certain hesitancy is but natural when a new venture of this sort is announced.

The Handasyde H2 Commercial Monoplane

Airplane Built for Australian Airways
Follows Original Ideas in Construction

In the Feb. 6, 1933, issue of AVIATION brief mention was made of the general characteristics of the commercial airplane the Handasyde Aircraft Co. of England was building for an Australian survey service. We are now enabled to give a more complete description of the following particulars regarding the construction of this machine.

The Handasyde Type H2, as this monoplane is designated, will be equipped with 320 hp. Eagle 6 type radial engines mounted on the wings. The machine is rated to carry 12 passengers and an additional load of mail, making a total commercial load of 1200-1500 lb. The top speed is guaranteed to be 115 m.p.h., but it is expected that the speed actually realized will be considerably greater. The total weight will be about 5900 lb. The designer prefers not to publish any details of dimensions and weights, or to show definite performance, until the machine has actually been tested.

The Handasyde H2 monoplane is to a very large extent a purely metal structure, which embodies some novel features. Very little metal work is used, and the few metal struts are of a simple and robust character.

The Fuselage

The fuselage is of the broad monoplane and strut type, the bracing being performed by plywood ribs, as shown in Fig. 4, while the "sides" are in the form of hoops, which also act as formers.

This fuselage is built in two parts, the forward one an engine-carrying nose (Fig. 5), and the after part, which contains cabin, etc., and covers the tail. The main fuselage body is built in four longitudinal—each one of which is to three straight lengths. The forward length of spruce, covers the space occupied by the engine nacelle. Over this space the fuselage diverges rapidly in side direction from front to rear. There follows a second straight length, immediately behind the passenger cabin, which is also of spruce. Over this space the four longitudinal are parallel. From the rear of the cabin to the tail the longitudinal are of ash. The top longitudinal over this section slope down very slightly toward the tail, the lower longitudinal swing up very considerably. Joints between these longerons sections are of the simple filigree type, and are secured by the thoroughly skin-on method that the main body of the fuselage is not a detachable structure.

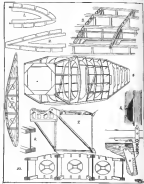
The front frame of the forward section consists of four spruce members, with three-ply crosspieces. There is an intermediate set of four spruce struts and thereafter follows the hoop structure of the nose.

The hoops which are in effect the fuselage struts in this section portion are of box section. The inner member of each box is a bent hoop made of ash in two pieces. The outer member also is of spruce, and the sides of the box are formed by three-ply. The whole structure is glued and screwed together (Fig. 5). The after part of the fuselage is in the three-ply sides of the box oriented inward, and a dome frame worked into the structure, thus partitioning the cabin from a wing compartment which is immediately aft of it.

Aft of the cabin, the struts are built up of spruce only, but are in general of the same type of shape as the cabin hoops. The first beyond the cabin is three-ply curved to form the bulkhead of the engine space, but is fitted with a sliding door so that one may crawl into the after part of the fuselage for inspection. At the rear end of the body there is another solid bulkhead just forward of the front spar of the tail plane.

Over and above the four main longitudinal there are numerous strengtheners of spruce from the front of the cabin to the tail. In the ribs length these strengtheners are crosswise except for the necessary stoppage at the door, which is arranged between

the first two of the cabin frames. They are let into the outer spruce members of the hoops. Over the after part these strengtheners are stopped at each frame, and serve only to support the outer skin. The skin of three-ply is secured to the frames, longerons, and strengtheners. Joints in the three-ply are made by bolting the two sheets, applying a "fishplate" of thoroughly about 4 in. wide on the inside only, and riveting through from skin to "fishplate" with hollow rivets of size 5/16 in. drilled about 3 in. apart. The general appearance of a fuselage framework uncovered is shown in Fig. 4, while



Some constructional details of the 320 hp. Eagle engine-carrying Handasyde passenger and mail airplane

Fig. 7 shows the engine-carrying nose which is attached to the main body. The nose consists of two ash members in each side, which meet at a dovetail cross member of three-ply spruce. The engine bearing takes run from the front one member to the upper cross member of the bulkhead in front of the pilot. This nose does not form a detachable engine compartment, because the engine is carried by the engine bearing part of the main fuselage structure. The nose is, however, removable after taking out engine and bearings, and the appreciable simplifies packing up the machine for transport.

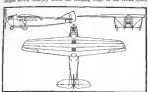
Wing Structure

The structure of the wings is the most interesting part of this machine. The machine is of the cantilever monoplane type, with the wing entirely above the fuselage. The whole construction of these wings is unusual. They are of the mid-taper type, with a vachas covering, and apart from the

July 15, 1933

joints between the wings and the body, the two halves of the wings, and the various bracing and control mechanism the only parts employed are screws.

The wings are heavily tapered, both on plan and in section, from root to tip. The leading edge curves back slightly, the trailing edge very pronouncedly. The section is an unusual one. The top surface is of the usual type, with its maximum camber in the region of one-third the chord from the leading edge. The lower surface is practically flat over the span, but drops down sharply from the leading edge to the front spar,



Wing drawings of the Handasyde commercial airplane which will be used on the Australian surveys

and mounted low sharply up from the rear spar in the leading edge (Fig. 6). The section, therefore is laminated. The four spars (Fig. 6), which are spaced at approximately equal intervals across the chord, are of the H section, built up, with top and bottom flanges of spruce in two halves, and a web of spruce two-ply, which web is covered with glass-on fabric. The flanges are glued and screwed to the webs (Fig. 6).

The ribs are formed of three-ply built in sections which fit into the grooves in the spars. They are stiffened with spruce members glued and screwed to them, roughly parallel to the wing surface, but considerably inside those surfaces. The outer edges of these ribs, which are notched between spars, the through-going spruce longerons are run through the notches

(Fig. 1-3). There are two of these strengtheners between each spar and rib. Over the strengtheners are applied a web of crosswise spruce with, which form the rib flanges proper. These are screwed to each spar and stringer. The covering consists of strips of spruce, compressed radially, which are laid on parallel to and flush with the rib flanges, and are also secured to each stringer and spar. This spruce skin acts as the purpose of drag bracing, and also as the top and bottom flanges of the composite girder formed by the whole structure. The leading edge and the trailing edge are formed by three-ply formers similar to those between spars, which are supported by the through ribs flanges. These are also provided with longitudinal strengtheners running right through. The leading edge proper is laminated of three-ply bent to trough section, secured to the leading stringers, which are of extra heavy section. The trailing edge is of solid spruce.

The wings are built in two sections which join on the center line of the machine. Owing to the fact that except in the case of the front spar, all spars meet at an angle, and are secured more ingeniously to obtain a simple form of joint. Fig. 6 shows how the difficulty has been overcome.

The wings rest on the top rail of the fuselage over the nose. An aluminum block is fitted beneath each spar, and the block serves at its outer end a downward guidepiece, which rests on the outside of a mating block of the same material on the longeron. This block on the longeron is fitted with two specially projecting tongues, one of which registers on each side of the block on the spar. Therefore when mating of these blocks is properly engaged, the wing is automatically locked both laterally and longitudinally in reference to the fuselage.

The lift-lift from the spar is taken to the main fuselage structure through one right and left-hand screw adjuster, generally of the nature of the ordinary wire struts, which is coupled at the top to a strap surrounding the spar and at its bottom end to the top of the spar. Therefore when mating of these blocks is properly engaged, the wing is automatically locked both laterally and longitudinally in reference to the fuselage.

From this description and from the sketches it will be realized that this machine has many features of great interest and interest. The type of construction is necessarily somewhat expensive at the outset, but as soon as the necessary fix are set up, repetition should be extremely cheap. The structure is a complicated metal fitting shows the machine to be built by any competent staff of workmen, and if in fact the type proves to be too few from trouble due to warping of the timber, it will prove to be a serious rival to metal structures in the future.

New List of Landing Fields

Issued by Hydrographic Office, U. S. Navy

The following new data on landing fields previously reported have been received from the office of the Chief of Air Service, Washington, D. C.

Alabama

Montgomery—On inactive station, in charge of aviation. To be used as agency station and for National Guard and Reserve.

Great—Carroll Field, operated by 30th Division, Tank Company. Good at all times.

Connecticut

Bridgeport—Municipal Landing Field, 96 acres, located at North Meadows along the west bank of the Connecticut River, 1 1/2 miles north of large stone bridge.

New London—Natick (Natick) Landing Field, 100 acres, located at all times. Notify Hotel Grandview of coming. Situated on shore of Long Island Sound, east 1 1/2 miles.

Florida

Lehigh—Cattle range, open prairie, 2500 ft. square, grass covered and well drained, located 1 1/2 miles north of town.

Orlando—Orlando Aviation Field, 100 acres, one-half by one-fourth mile, flat, sandy, very muddy. Ranger for two ships, located 5 1/2 miles from town.

Palmdale—Tin mill from Lake Okechobee, 160 acres, in process under construction.

Georgia

Augusta—Broadwater field near Savannah River. Site of Old Camp Hancock, all types of planes have been from this field, good at all times; large brick hospital good hard work. Augusta—Augusta Landing Field, 1 1/2 miles by 1 1/2 miles, very smooth hard soil; flat with north side of city, playground and park surrounded field, 200 acres 200 yd. south. (b) Milledgeville field 2500 ft. 500 ft., one of the best fields in the country. The field construction and long on. Command of commerce and police department will offer any assistance, on edge of city.

Illinois

Rockton—Ferman Field, 60 acres, square, level, well drained; gas-quarrier field from town on paved road, 90 miles west of Rockton.

Campy—Open field on outskirts of town, 60 acres on paved road, good field.

Florida—Lander Field, one-quarter section, square; good for all types of planes.

Forest Park—Forty acres, spruce; used by Air Mail, United States Government and municipality; fine hangars, all accommodations; 12 miles from Chicago.

Grasslands—State Hospital Grounds, good field with supplies available.

Greenwood—Commercial, operated by the Curlew Lake Aircraft Corp.; L-shaped, 2,545 by 800 ft., smooth, high and dry, on level at all times, on macadam road one-half mile north of city, hangars and supplies.

Marquette—Good grounds, about 60 acres, borders hard road and river.

Pease—Smooth, level, blue grass and, 60 acres, three-fourths mile east of city limits.

Shelbyville—Fowler Field, black soil, not affected by rain; field 900 by 420 ft.

Winona—Three fields in this vicinity; any sized plane can land at any time.

Indiana

Ellettsville—Hagman Field, one-fourth by one-half mile, good drainage, excellent condition.

Marion—One-half mile near town, always in good condition.

Washington—Hawfield Field, 1,200 ft. square; clay soil, soft after rain; borders on State highway, head east and west.

Kentucky

Lexington—Haley Field, 900 by 1,200 ft., an old Finkenfeldt Park, 2 miles from city.

Maine

Old Orchard—Beach available for landing 2 ft. before and 2 ft. after high tide; 10 miles long, white sand, hangar and supplies; operated by Old Orchard Beach Flying School.

Maryland

College Park—Air Mail Field, 1,200 by 1,200 ft. Hangars and supplies, all accommodations.

Baltimore—Field large and well cared for; has few large hangars and repair shop, large and comfortable six hangars, one of the best and most completely equipped airfields.

Massachusetts

Framingham—State Master Field, 1,200 by 1,200 ft.; level, red soil, only suitable landing field in this vicinity.

New Bedford—Fort Endeman Field Grounds, hard surface, in excellent condition, 1,200 by 900 ft., as suitable but a few low trees in middle.

Quincy—Field, 500 by 1,200 ft., borders Boston & Maine Railroad and Millers River on the north and highway on the south; high tension wires along highway.

Taunton—King Flying Field, 1,200 by 1,500 ft.; 4 miles east of town and small river, hangar and supplies.

West Springfield—Dirty area between river and highway; good condition.

Michigan

Charter—Emergency Field, used frequently, located, 1,600 by 800 ft., 14 miles east of Ann Arbor on county highway.

East Lansing—Forty acres, operated by the Hudson Aviation Co., 1,500 ft. square, newly laid, suitable for landing at all times.

Midland—Three hundred and twenty acres; always available.

Oshtemo—Sellsfield Field, on inactive station in charge of caretaker, to be used as survey station and for National Guard Headquarters.

Roseland—Operated by the Packard Motor Co., one-half mile square, well drained, sodded, white loam from around field.

Minnesota

Belmont—Flat sandy lawn, 600 by 900 ft.; one-half mile from town.

Brookside—Field 35 acres, level sodded meadow, border State highway, very dry lawn.

North Charles—Field 50 acres, rounded by highway and railroad at right angles.

West Point—Payne Field, one-half mile square, and by municipality.

New Hampshire

Concord—Alpine Camp Ground, available at all times except twice during winter season; 1,800 by 2,000 ft., all accommodations.

Hamover—Carter Estate, 1,100 by 900 ft., hard pea, good drainage, near Dartmouth College; supplies, etc.

New Jersey

Mountville—Hallas Field, to be used as golf course after July 1, 1932.

Paterson—Peapack, Paterson Field, 2,500 by 800 ft., and by passenger-carrying planes, good condition; borders on pile and railroad.

New York

Manhassetport—Field 1 mile from town, west of Lake Katonah, 1,500 by 150 ft., fat and smooth, hangar, supplies, etc.

Port Jervis—Emergency, available when in grain; 1½ mile southeast of town.

Schenectady—Municipal, 1,800 by 1,300 ft., 1 mile west of city in Schenck Valley.

Orangetown—Two emergency fields on edge of town. Two on seacoast.

North Carolina

Columbus—Good landing to school grounds and excellent landing for airplanes in Bell Bay, 3 miles from town. In tide, no beach, little current.

Wilmington—Addicks Field, municipal, 1,600 by 1,300 ft., excellent condition.

Ohio

Akron—Wingfield Field and Wright Field; two municipal fields in good condition.

Cincinnati—Good field, 650 ft. square, excellent drainage, on national highway.

Columbus—Municipal, (Redwood) Bay View Park, N.E. side of city.

Pennsylvania

Allegheny—Air Mail Field, excellent condition at all times.

Duquesne—Municipal, 500 ft. square, near baseball ground.

Evansville—Twenty-acre field; stone and, well drained, 1 mile east of town.

Gettysburg—Wright field, to be used in emergency, abutted canal along northern edge of field.

Harrisburg—Municipal, used as fair grounds; always available.

Phillips—Pine Field, 900 by 380 ft., good condition, available at any time.

Rhode Island

Westerly—Race track, 1,800 by 1,500 ft.; good condition, always available.

South Carolina

Columbia—Everett Field, municipal, 1,500 ft. square; used by the Government during the war; excellent field with hangars, 5 miles southeast of town.

Tennessee

Epworth—Field 1,200 by 2,572 ft., 1 mile southeast of town, one-half mile from East Point Lake; excellent field, soft after heavy rain.

Texas

Colleyville—Field of 160 acres, pasture, 1 mile from town, good condition.

Fort Royal—Two fields near town available at all times. Near Abilene football.

Harper News—Municipal, operated by Adams County Agricultural Co.

San Antonio—Lyle Field, municipal, 650 by 900 ft.; on north side of city.

Waco—Municipal, operated by the Carter School of Aviation.

Virginia

Madison—Webster Field, municipality arranged for each arrival; 10 acres, square.

Roanoke—Field, 1,000 by 1,500 ft.; always available, excellent, good drainage.

Richmond—Municipal, 1,445 by 432 ft.; sodded, good drainage, always available.

Spring Grove—Municipal, used for public park and fair grounds.

—E. A. F. 1932

The Story of an Unworthy Airplane

Capt. E. V. Rickenbacker, Eddie Stinson, pilot, Steve Hunsaker, writer, and Theodore Livingston, mechanic, left Model Field, Garden City, L. I. N. Y. on June 7, in a JLB monoplane acquired from the Air Mail Service. They included making a three month round-the-country trip in honor of industrial survey and eventually to make Captain Rickenbacker to visit his mother at his old residence in various cities.

The aerial tour started out over the transcontinental survey system of the Air Mail Service by way of Cleveland and Chicago to Omaha. They experienced much mechanical trouble in early days, chiefly with the engine movement, and finally the machine was wrecked when it was taking off at Omaha on June 16, bound for Denver, Colo. Captain Rickenbacker then gave up his plan of a round-the-country tour by airplane.

New Underwriters' Laboratories See It

In connection with this trip and the incidents which accompanied it, Aviation is in receipt of a communication from Underwriters' Laboratories, which contains interesting information regarding the airworthiness of the particular airplane in question. This communication says in part:

"Upon Captain Rickenbacker's report, Aviation Engineer May E. H. Schneider visited the machine on May 25 and for preliminary examination of the JLB all-metal monoplane proposed for use in this projected tour. It was found that the machine in question was one of four identical by the Air Mail Service which have been in your storage since the summer of 1927. It was further found that the engine of the particular machine in question including all engine accessories gave substantial evidence of lack of attention and care. The appearance of the machine was not such as to prevent the belief that it had been properly maintained throughout in the usual manner or care, particularly for the severe service contemplated.

"During Major Schneider's visit to Detroit, the machine suffered repair repairs from two landings due to defective landing gear. A forced landing had been made in the State from Chicago to Detroit because of alleged position line. The unusual accidents occurring during Captain Rickenbacker's trip from Detroit to Omaha are considered as substantiating Major Schneider's opinion as to the poor condition of the machine for the projected tour.

"The requested Certificate for Airworthiness was denied this machine."

Re Rickenbacker's Statement

On the other hand, dispatches appearing in the Chicago newspaper on June 13 with regard to the abandonment of his tour quote Captain Rickenbacker as saying:

"There is not a plane in the United States fitted to make such a long tour. The plane we were flying was the nearest approach, and it fell short."

John M. Lammie, who reported in this country a large number of aerial crash accidents which he placed in his name under the name of JLB monoplane, introducing various

improvements in their construction, has taken exception to Captain Rickenbacker's statement as quoted by newspapers. "Captain Rickenbacker was my guest on a flight across the continent and back," said Mr. Lammie. "We made the trip easily. A pilot, a mechanic, and I flew from Omaha to Philadelphia ten years ago without stopping, between day light and dark. We carried much baggage also. The U. S. Air Service is flying many kinds of machines every day, and the Air Mail has done between New York and San Francisco with an efficiency performance of 10 per cent."

Mr. Lammie said that reports received by the Aeronautical Chamber of Commerce indicate that more than 250,000 civilian planes are in aircraft last year, more than 3,000,000 miles.



From Field & District
German flying wing machine, recently tested near Evelyn, which rose 15 ft. above the ground

He, himself, travelled from New York to the Arctic Circle and down into Mexico before returning to Manhattan, in the same plane in which he started. He has traveled more than 200,000 miles by air.

Most of my flying has been done in planes of similar type to that which Rickenbacker attempted to use," said Mr. Lammie. "The machine he used was an obsolete model, two years old, and one of 1875 or four which had been withdrawn by the Post Office Department and sold. They lacked the improvements I have made on the all-metal monoplane since first introducing them into the country. Personally, I think Captain Rickenbacker was competent or that he made the mistake without making us fall asleep."

Underwriters' Registers

Underwriters' Laboratories notify under June 13, 1932, the following changes in their Aeronautics Registers:

PILOT REGISTERS

Registration of John C. Metcalf's Certificate No. 1019 is hereby suspended pending inquiry of manufacturers as crash at Ashburn, Pa., on the afternoon of June 18, in which two passengers were injured, one killed, and the machine sustained some of crash, loss of speed in making first turn.

AIRCRAFT REGISTERS

Notes a given of complete destruction in crash of Canadian Curtiss conventional biplane having radially and registration mark N-4212, crashed at Ashburn, Pa., Chicago, on the afternoon of June 18, 1932.

FOREIGN

August — *Coupe Jacques Schneider*, (Compass speed race), Naples, Italy.

August — *Tyler Cup*, (International English Competition), Naples, Italy.

Aug. 8 — *Gordon Bennett Balloon Race*, Geneva, Switzerland.

Aug. 6-8 — *Grand and Gliding Competition*, Charnay-Forêt, France.

Aug. 9-11 — *Soaring and Gliding Competition*, Garschfeld, Germany.

September — *Grand Prix of Italy*, (International gliding Competition), Milan, Italy.

Sept. 12 — *Coupe Henri Deutsch de la Meurthe*, (Gliding speed race), (International), Milan, Italy.

September — *American gliding trials*, if required, to be held about Sept. 12, at Mitchell Field, L. I.

October — *International Parachute Competition*, Rome, Italy.

Foreign News

Italy—On May 31 a petition for bankruptcy was presented by the creditors of the S.A.I.A.M. Ltd., to the County Court of Milan. Its general manager, Guido Maffei, is abroad. An airplane of the "50" type has been sold to Argentina. Republic, twenty Ansaldo 300 hp have been bought by the Polish government and 100 Sva and Ansaldo (300 hp) airplanes were purchased by the French delegation in Italy for the Roman government.

The pool of unarmored aircraft will be constituted in a short time at Athens, Greece.

Following the report made by the "Board of Admiralty" regarding the influence of aircraft on sea power, the King of the Viceroy of Mexico has received the latest air estimates from 0,000,000 Lira to 60,000,000 Lira. The period estimate greatly exceed those of the French navy. In the meantime the navy has ordered twenty Ansaldo 18 flying boats, and orders for more Ansaldo 18 has been sent to follow.

An ambulance airplane is under construction in the Osterode works at Caen. The Sva Co. is building two new types, the 504 and 505. The Honda Co. has in construction a four-cylinder 600 hp machine of the C-40 type and a four-cylinder airplane designed by the Eng. Alberto Ansaldo is building an Ansaldo 200 hp type T. Fiat has in construction the new type AL designed by the Eng. Giovanni Brambilla.

Through the industry of General Francisco Bonaventura, "L'Aviation," an aeronautical information agency was recently founded in Rome. The agency issues one or two bulletins daily which are sent to all the newspapers and news agencies of Italy.

A new aeronautical periodical has appeared in Milan under the name of *Giornale dell'Aviazione*, and an illustrated aviation magazine is to be published shortly by the E. I. A. company under the title *Aviazione d'Aviazione*. The E. I. A. already publishes the aeronautical weekly newspaper *Giornale dell'Aviazione*, of which Alfredo Longoni is the editor.

Great Britain—The London Evening News gives an account of the successful first flight recently of the Vickers "Valiant" airplane. The machine has been bought by the Institute Air Line, London. Eighty young are entered in a race between the two, the one of which can only be reached by a tall man standing with his arms outstretched. Comfortable and leather seats are fitted, and there are made in 1932 by the machine with the sides so that the pilot can be seen for comfort. The pilot sits right up in the nose of the plane, whence he can obtain a clear view. The machine requires very little preliminary run on the take off, starts smoothly, and lands at very low speed. It is fitted with a 300 hp. Rolls-Royce engine and travels at a speed of 100 mph.

The Canada Co. has arranged with the Compagnie Aéroports France for an airplane service to connect with the arrival and departure of the great express Canadian culture in Charingcross. By using this air service, passengers will save at least five hours in the journey to and from the French capital.

Netherlands—Dutch florists have adopted the expedient of sending their flowers daily to the London market by airplane. The flowers are not at night, packed early the next morning, and sent by automobile from the Roshom flower growing district to the Walhaven wharves near Rotterdam, carried by British airplanes that arrive at Croydon, England, at 1.30 p. m., and from there are dispatched by motor-car to the London florists. Roshom florists are thus put on sale simultaneously in the London and Dutch shops. About 100 kg. of flowers per day are to be transported in this way.

The airplane manufacturing industry in the Netherlands is being extended by the establishment of a new manufacturing plant, to be known as the National Aircraft Manufacturing Co. (N. V. Nationale Vliegtuig Industrie). This enterprise is to be financed by Dutch capital exclusively and is to have a new factory built especially for airplane production.

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